

Drainage Report for Proposed Car Wash

CO24/148/04 Rev.A

Bell Lane

Bury

Lancashire

BL9 6BB



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Revisions and Additional Material

Document History and Status

Revision	Date	Purpose/Status
-	14.07.2026	First Issue
A	26.08.2026	Surface water drainage details added

Document Details

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Report Author	Ben Norman
Project Number	CO24/148/06

Preamble

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1.0 Introduction

- 1.1 JMS Engineers have been appointed to prepare a Wastewater Management report to support the planning application for the proposed car wash facility at Bell Lane, Bury, Lancashire, BL9 6BB.
- 1.2 The purpose of this report is to review the demand of the car wash and assess the foul flows entering the drainage network as a result.

2.0 Location & Site Description

- 2.0.1 The site is specifically located between Cobden Street, Bridge Street and Bell Lane to the south.
- 2.0.2 The proposed development is for a new service station with retail and jet was facilities. The proposed car wash is to be located to the southwest, drive through area of the site adjacent to Bridge Road. The extract below shows the service station site and car wash location.

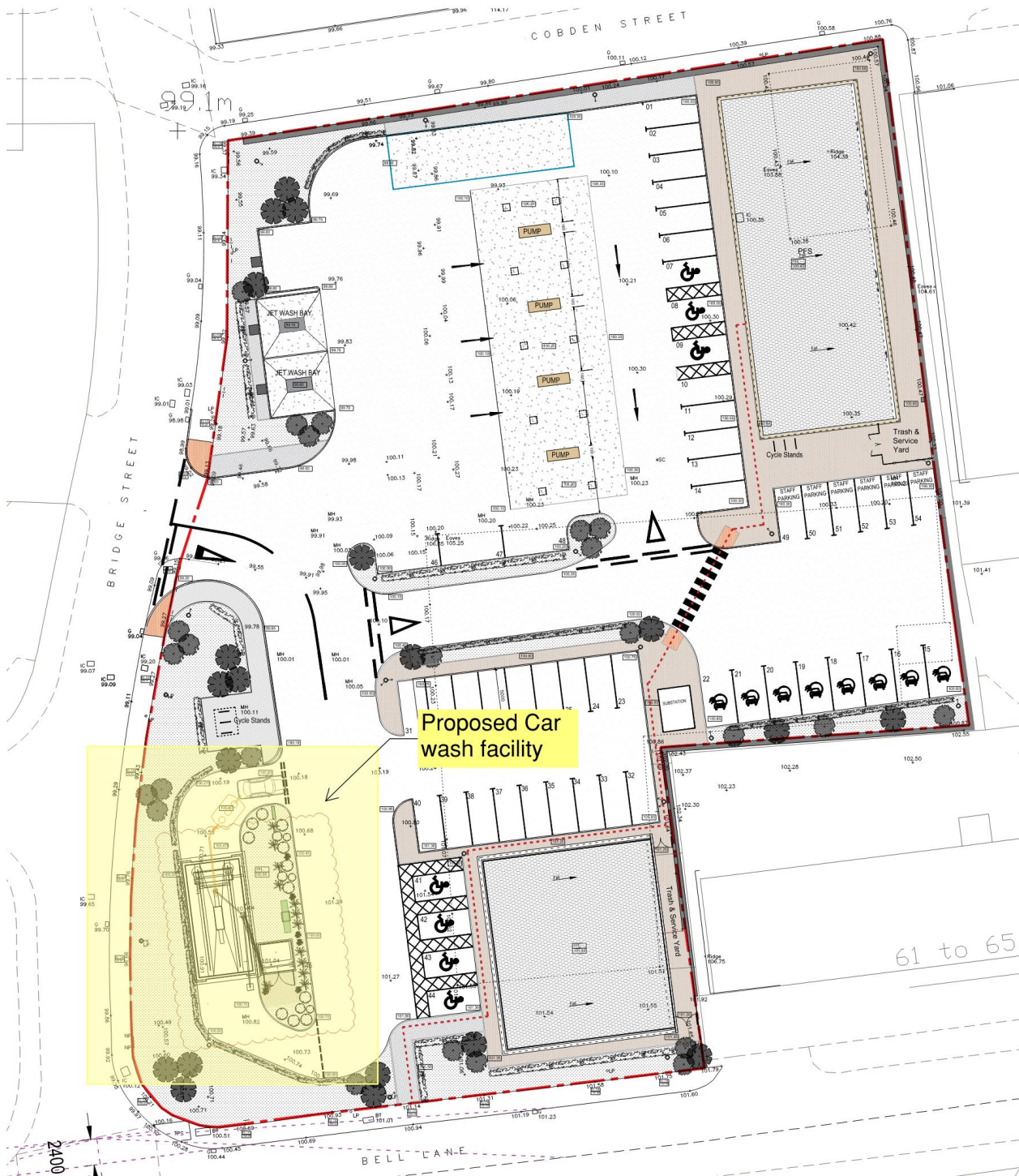


Figure 1 Plan extract showing proposed car wash location

3.0 Existing Drainage

- 3.0.1 A large diameter combined sewer (450mm) is located to the north of the site in Cobden Street and in Bridge Street to the west of the site (960mmx1370mm). An existing 150mm diameter connection was found following a drainage survey and is to be reused/upgraded in order to provide an outfall for the development.
- 3.0.2 The outfall is a combined connection serving the foul and surface water drainage network.

3.1 Planning Policy

- 3.1.1 For this development, Bury Metropolitan Borough council are the Local Planning Authority and set out the requirements in relation to drainage.
- 3.1.2 The requirements relating to this car wash proposal are as follows:

Council comments are below:

You will need to provide more detail than this. A car wash will create different water flows so you need to provide the size of the tank and pipes and capacities of both as I will need to reconsult UU on this information.

On other matters, the landscaping needs to be increased in front of the car wash along Bridge Street and clear of visibility splays and this should also be detailed on elevation plans.

The hedgerow in front of the car wash also needs to be detailed as this is not shown on the elevation plans.

4.0 Proposed Site Drainage

- 4.0.1 The drainage strategy for the wider site is to discharge to the existing public sewer via an existing connection. Both foul and surface water will be discharged to the sewer via a combined connection.

4.1 Proposed Surface Water

- 4.1.1 Surface water runoff from roof and paved areas are drained positively to a private, surface water drainage network which incorporates a flow control and attenuation system, restricting the surface water flows to 15l/s. As mentioned above, the surface water flows discharge to the public sewer system via the combined outfall.
- 4.1.2 SuDS elements have been included in the design by use of rainwater harvesting, incorporated to supply the jet wash facility.

4.2 Proposed Foul Water

- 4.2.1 Foul water flows are generated by the individual toilet facilities in the retail units. Foul water flows are also generated by the jetwash and areas of the forecourt drained through designated silt traps and interceptors. The separators will capture residual oils, detergents and vehicle contaminants that may be present in the wash water offering an additional layer of environmental protection.
- 4.2.2 The foul flows drain via a designated foul drainage network that outfalls to the combined outfall. The overall drainage strategy prior to inclusion of the car wash is shown below.

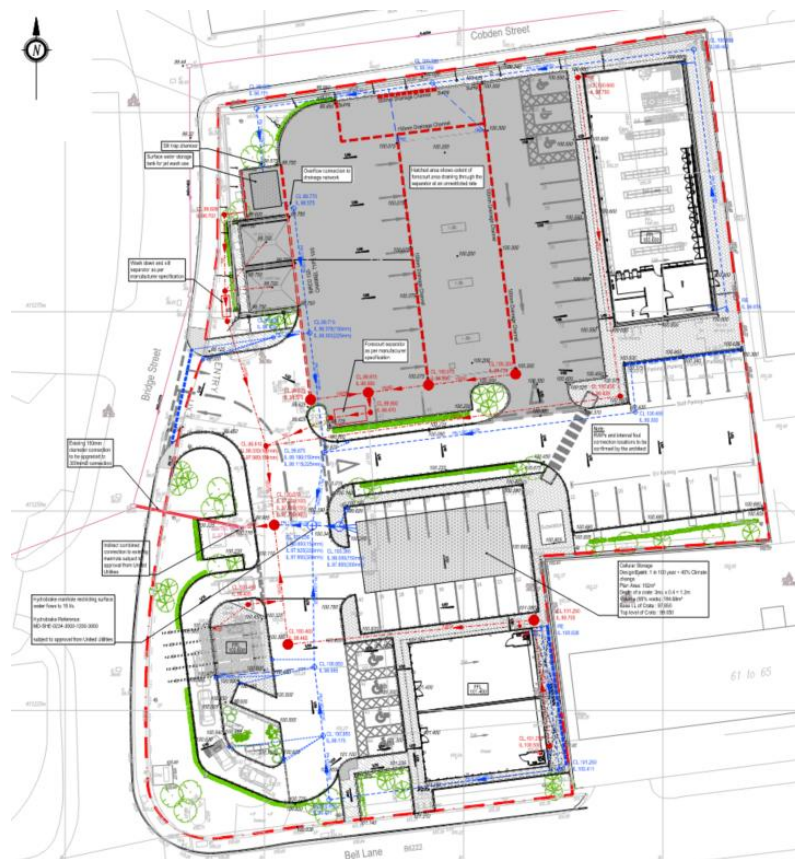


Figure 2 Proposed drainage layout

4.3 Proposed Car Wash

- 4.3.1 Proposals for the car wash are the Standard XL Machine – Fresh Water with under chassis by WashTec UK Ltd. Specific details can be found in **Appendix A**. The car wash is located to the southwest side of the development as shown below.

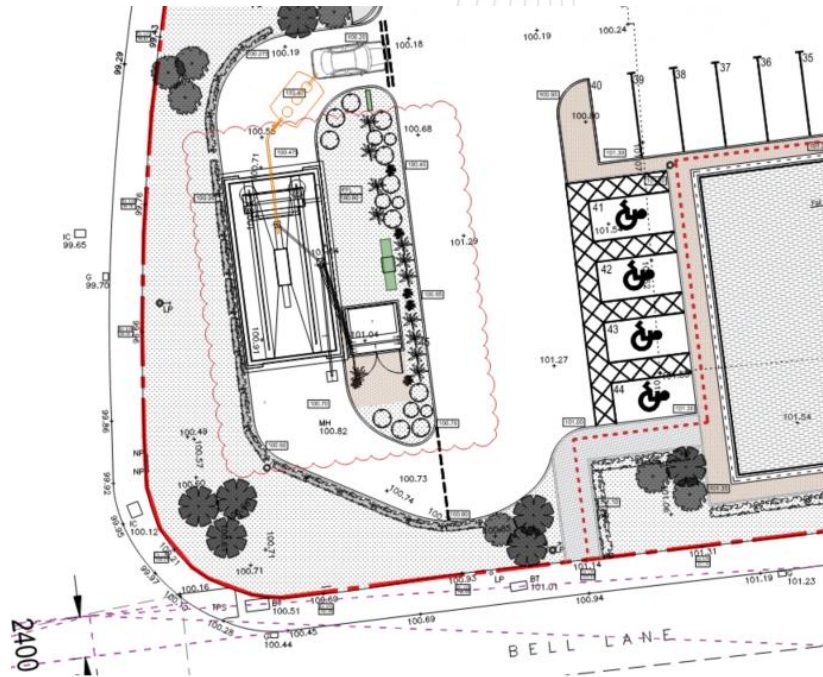


Figure 3 Proposed car wash layout

- 4.3.2 The car wash requires a separate outbuilding with water tank providing the water supply. The used water drains towards a central silt trap and gully which will connect to the proposed foul drain via a 3-stage interceptor as shown below.

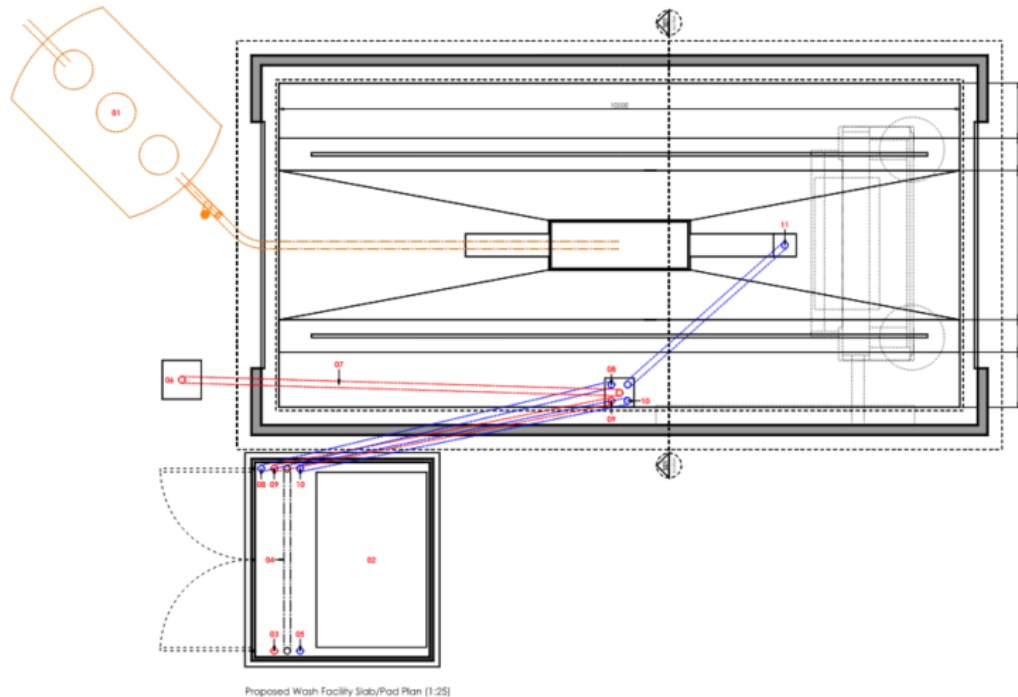


Figure 4 Proposed car wash layout

4.4 Surface Water Flows

- 4.4.1 As mentioned above, the proposed car wash is located to the southwest of the site and replaces a drive through facility shown on the original application. The extract below shows the two arrangements. As a result of the car wash proposals there is no increase in impermeable area contributing to the overall drainage strategy.

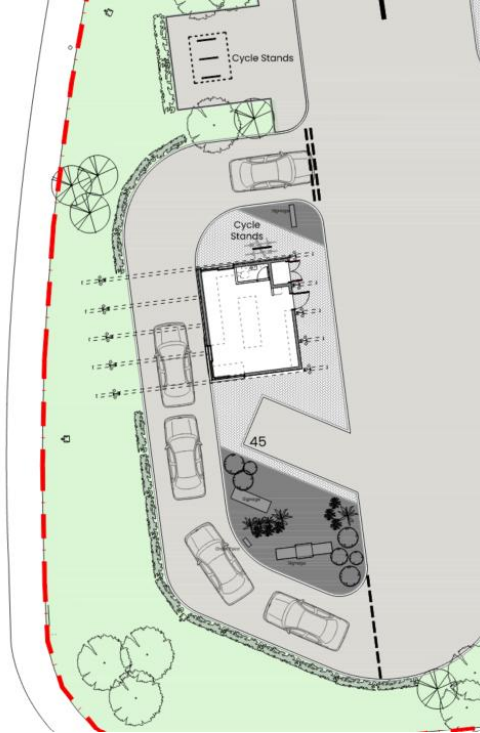


Figure 5 Original application with drive through facility

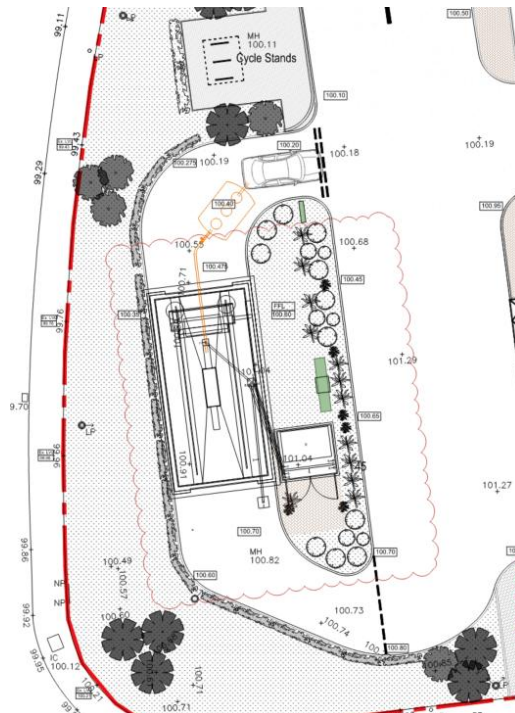


Figure 6 Amended application with Car wash facility

4.5 SuDS Considerations

- 4.5.1 In line with the drainage hierarchy, the strategy will aim to manage surface water runoff through infiltration in the first instance. Where infiltration is not feasible, discharge to a watercourse should be considered, followed by discharge to a surface water sewer and lastly combined sewer.
- 4.5.2 The car wash proposals fit into a wider surface water drainage strategy that includes SuDS elements such as rainwater harvesting along with flow control and attenuation. Surface water drainage ultimately discharges to the combined sewer at an allowable discharge rate.
- 4.5.3 Given that the proposals do not increase the impermeable area, the wider surface water drainage design network remains unchanged and offers sufficient capacity whilst not exceeding the allowable discharge rate.
- 4.5.4 The amended application means that the area to the east of the car wash, previously occupied by a building, now becomes landscaping and offers an opportunity to incorporate SuDS elements.
- 4.5.5 Table 7.1 below from the SuDS Manual sets out the various components when considering including SuDS.

			Design Criteria						Further Information (Chapter Ref)
			Collection Mechanism	Water Quantity (Chapter 3)		Water Quality (Chapter 4)	Amenity (Chapter 5)	Biodiversity (Chapter 6)	
				Peak Runoff Rate	Runoff Volumes				
Component Type	Description			Small Events (Interceptions)	Large Events				
Rainwater Harvesting Systems	Systems that collect runoff from the roof of a building or other paved surface for use	P		●	●		●		11
Green roofs	Planted soil layers on the roof of buildings that slow and store runoff	S	○	●		●	●	●	12
Infiltration systems	Systems that collect and store runoff, allowing it to infiltrate into the ground	P	●	●	●	●	●	●	13
Proprietary treatment systems	Subsurface structures design to provide treatment to runoff	P				●			14
Filter strips	Grass strips hat promote sedimentation and filtration as runoff is conveyed over the surface	L		●		●	○	○	15
Filter drains	Shallow stone-filled trenches that provide attenuation, conveyance and treatment of runoff	L	●	○		●	○	○	16
Swales	Shallow landscaped depressions that allow runoff to pond temporarily on the surface, before filtering through vegetation and underlying soils	L	●	●	●	●	●	●	17
Bioretention systems	Trees with soil-filled tree pits, tree planters or structural soils used to collect, store and treat runoff	P	●	●	●	●	●	●	18
Trees	Structural paving through which runoff can soak and subsequently be stored in the sub-base beneath, and/or allowed to infiltrate into the ground below	P	●	●		●	●	●	19
Pervious pavements	Structural paving through which runoff can soak and subsequently be stored in the sub-base beneath, and/or allowed to infiltrate into the ground below	S	●	●	●	●	○	○	20
Attenuation storage tanks	Large, below-ground voided spaces used to temporarily store runoff before infiltration-controlled release or use	P	●						21
Detention basins	Vegetated depressions that store and treat runoff	P	●	●		●	●	●	22

Ponds and wetlands	Permanent pools of water used to facilitate treatment of runoff – runoff can also be stored in an attenuation zone above the pool	P	●			●	●	●	23
P-Point L-Lateral S-Surface ● – likely valuable contribution to delivery of design criterion ○ – some potential contribution to delivery of design criterion, if specifically included in the design									

Figure 7 CIRIA Table 7.1 SuDS Components

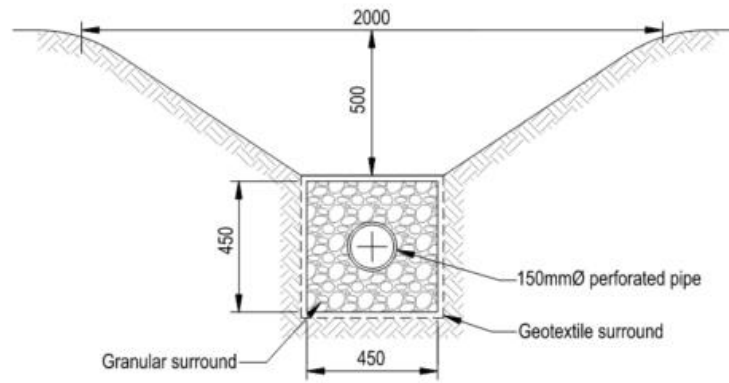
4.5.6 The car wash roof measures approximately 75m² and drains via downpipes to the overall drainage network. Source control measures can be applied to the roof drainage as follows and in accordance with the above table:

- **Swale/Filter Drains** – Rainwater pipes draining the roof will discharge directly into a swale/filter drain adjacent to the carwash. The proposals will slow and absorb the runoff before discharging to the main network via a perforated pipe in the filter drain. **Benefits – Water Quantity, quality, biodiversity and amenity.**

4.5.7 Plan extract taken from the drainage layout and typical construction detail are shown below.



Figure 8 Extract from proposed drainage layout



Swale and Filter Drain Detail

Scale 1:20

Figure 9 Swale/filter drain construction detail

- 4.5.8 By use of the above, the proposals aim to drain all developed areas via SuDS measures and satisfy the four SuDS pillars as below:

WATER QUANTITY

Control the quantity of runoff to:

- support the management of flood risk, and
- maintain and protect the natural water cycle

WATER QUALITY

Manage the quality of the runoff to prevent pollution

AMENITY

Create and sustain better places for people

BIODIVERSITY

Create and sustain better places for nature



Figure 10 - Reference 4 pillars of SuDS Diagram CIRIA C753 p.6

- 4.5.9 The above features included within the design demonstrate that the four pillars of SuDS are achieved.

4.6 Preliminary Surface Water Drainage Maintenance Schedules

- 4.6.1 This section of the report gives guidance on the maintenance of the drainage system and outlines who will be responsible.
- 4.6.2 The rainwater from the roof is collected via rainwater pipes and will be carried to the network. The maintenance of the collection system is the responsibility of the developer, see **Table 1** below.

Table 1: System storage operation and maintenance requirements (rainwater pipes and chambers)

Maintenance Schedule	Required Action	Recommended Frequency
Regular Maintenance	Inspection of silt trap chamber and removal of debris when necessary	Quarterly or as required following monitoring
Remedial actions	Check for blockages in manholes and pipes. Rodding and jetting of pipes to be carried out. CCTV survey can be carried out to inspect condition of pipework.	Quarterly or as required following monitoring
Monitoring	Inspect collection apparatus for debris and litter. Remove where necessary to prevent blockages in the system	Monthly or after periods of heavy rainfall

- 4.6.3 The maintenance of the filter drains are the responsibility of the developer, see **Table 2** below.

Table 2: System Storage operation and maintenance requirements (Swale/filter drain)

Maintenance Schedule	Required Action	Recommended Frequency
Regular Maintenance	Remove litter, debris, sediment and vegetation from inlets, outlets and inspection chambers. Check gravel surface for sediment accumulation, ponding water, erosion or signs of blockage. Remove weeds and unwanted vegetation from the filter drain surface and surrounding areas to maintain hydraulic performance.	Quarterly or as required following monitoring Biannually or as required
Remedial Actions	Jet clean perforated pipework where blockages or reduced flow capacity are identified. Replace	As required following monitoring

	clogged gravel media where infiltration performance has deteriorated significantly. Repair any erosion, settlement or damaged sections of the filter drain.	
Monitoring	Inspect filter drain, inlets, outlets and inspection chambers for sediment build-up, standing water, blockages, structural damage and evidence of flooding. Confirm runoff is entering and discharging freely. Check that water does not remain within the filter drain for more than 24–48 hours following a rainfall event.	Monthly or after periods of heavy rainfall Following significant rainfall events

- 4.6.4 The design life of the development is likely to exceed the design life of each of the SuDS components listed above. During the routine inspections of any drainage components, it may become apparent that they have reached the end of their functional lifetime. In the interest of sustainability, repairs should be the first-choice solution where practicable. If this is not the case, then it will be necessary for the property owners to undertake complete replacement of the component in question.

4.7 Proposed Foul Flows

4.7.1 Car wash

Assuming 10 vehicles/day with a demand of 200l/vehicle.

Programme duration assumed to be 5 minutes (300 seconds).

$$Q = \frac{200}{300}$$

$$Q = 0.67l/s$$

The additional flow is to be directed to the current, proposed outfall and will not exceed the capacity.

- 4.7.2 Drainage layout drawing CO24/148/04 – 201 is shown in **Appendix B** and shows the new car wash layout with associated drainage.

5.0 Conclusions

- 5.0.1 The current application is to be amended to include a car wash facility.
- 5.0.2 The drainage layout has been updated accordingly, the revised layout is shown in **Appendix B**.
- 5.0.3 Runoff from the car wash is effectively collected via silt trap gullies and directed into the existing foul sewer network within the site boundary. The onsite foul drainage connects to the public sewer via an upgraded, combined connection.
- 5.0.4 Additionally, a 3-stage interceptor is proposed to provide pollution control and prevent contaminants from entering into the public sewer network.
- 5.0.5 The amendments do not increase the overall impermeable area and therefore the original drainage strategy serving the wider site remains unchanged.
- 5.0.6 The proposals allow the incorporation of SuDS elements by inclusion of a swale/filter drain arrangement.

6.0 Appendices

Appendix A – Car Wash Proposals



PARKING SCHEDULE

General Parking Spaces	33
Staff Parking Spaces	06
Accessible Parking Spaces	07
EV Parking Spaces	08
Total Parking Spaces	54

Legend	
	Brushed Concrete Finish
	Tarmac pavement
	Tarmac
	Whiteline
	Existing Levels to be retained
	Existing Levels
	Proposed Levels - Refer to Engineer's Drawings
Proposed Levels to be confirmed by Drainage Engineer	
	Existing Boundary Wall to be retained
	Proposed Boundary Fence
	Proposed Internal Fence
	Proposed Lamp Post
	Proposed Canopy Lights - TBC by the client
	Visibility Splays
	Short Stay Cycle Stand
	Long Stay Cycle Stand
	Tactile paving with Dropped kerbs
	Proposed Pedestrian path



Car Wash/ Roll Over

- Dark Grey colour Metallic frame surrounds
- Polycarbonate Screen
- Overall Height: 3m

Legend					
	Species	Height	Girth	Size At Maturity	No. of Plants
	Sorbus Aucuparia	350-425cm	12-14cm	Height = 12m	Spread = 6 - 8m 24
	Betula Pendula	350-425cm	10-12cm	Height = 12m	Spread = 6 - 8m 20
Total					14
	Species	Height	Density		
	Brachyglottis 'Sunshine'	40-60 cm	0.35 Ctr	182	
	Prunus Laurocerasus 'Otto Luyken'	60-80 cm	4/ m	187	
					368
	Species	Height	Density		
	Potentilla fruticosa 'Katherine Dykes'	20-30cm	6/m²	8	
	Potentilla fruticosa 'Abbotswood'	30-40 cm	6/m²	10	
	Euonymus Fortunei 'Emerald Gaeity'	30-40 cm	6/m²	8	
					26
	Grass Seed - Sown at 50g/m²	A22 Hard wearting, Low maintenance from Germinal GB Ltd. or similar approved			

General Notes:

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Rev	Description	Date	Dr	By	App
D	RollOver Car wash	28.05.2028	MS	MK	
C	Bridge St Entrance	28.05.2028	SM	MK	
B	Issued for Planning	28.05.2028	SM	MK	
A	Parking Layout Amended	24.07.2028	SM	MK	
-	First Issue	24.07.2028	SM	MK	

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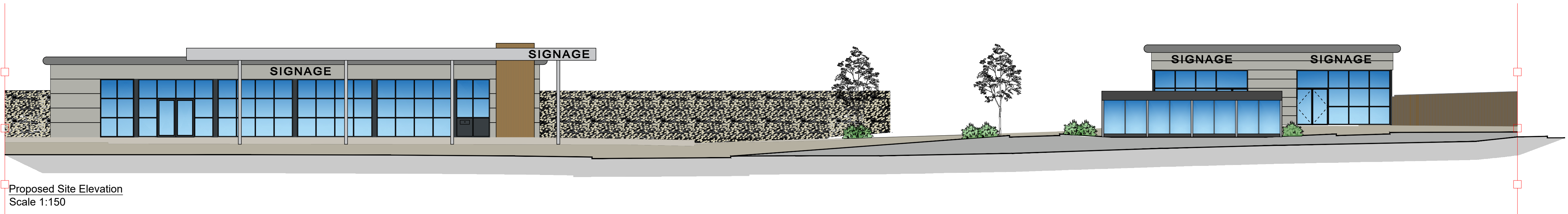
client name		Mr Hanif Mohammed	
project		Bell Lane	
drawing		Proposed Retail Plans and Elevations	
project number	24_021	scale	1:200 @ A1
drawing number	PLO01	rev	D Planning
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Element Key

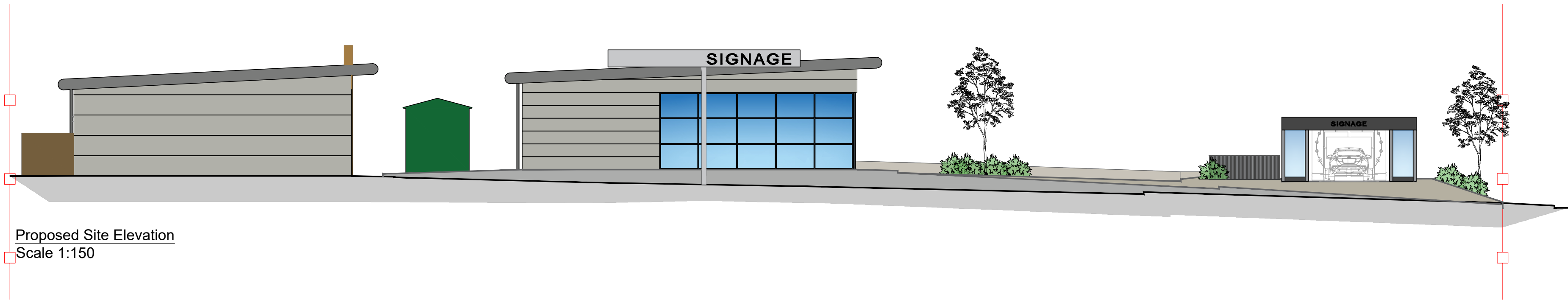
Site Boundary

0 3 9 15

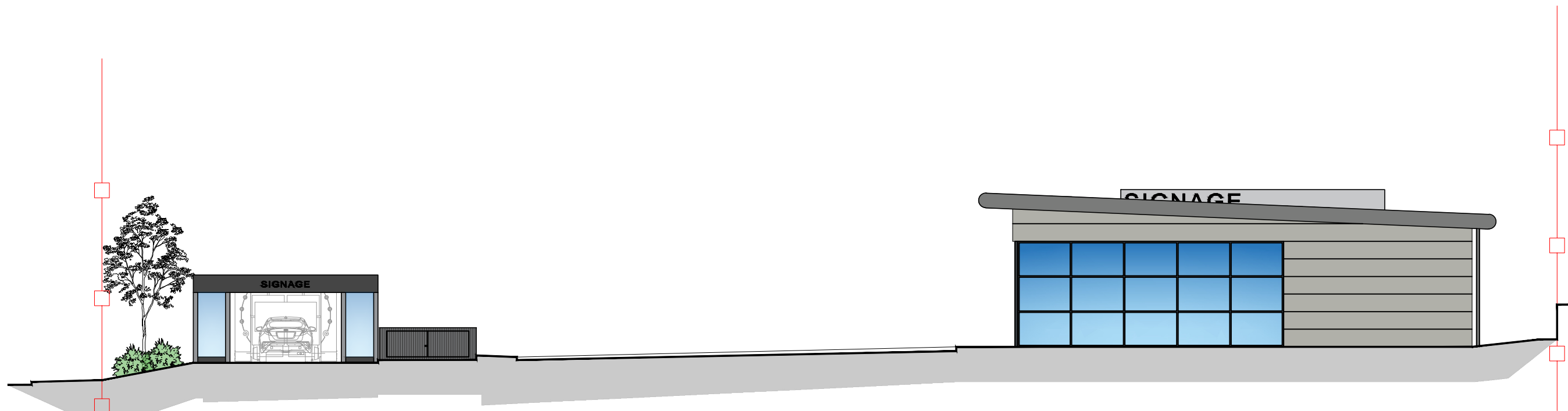
SCALE BAR 1:150



Proposed Site Elevation
Scale 1:150



Proposed Site Elevation
Scale 1:150



Proposed Site Elevation
Scale 1:150

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Rev	Description	Date	Dr by	App by
A	replace the drive thru with a car wash	18.08.2025	SP	MK
-	First Issue	17.02.2025	SM	MK

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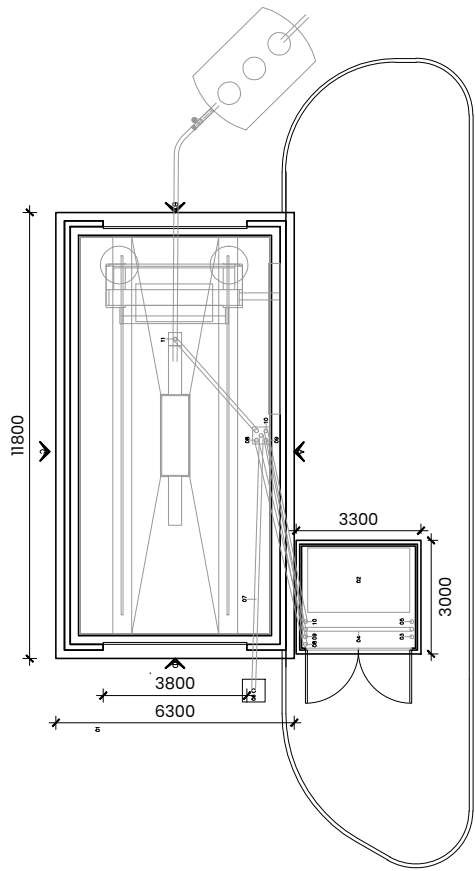
client name
Mr Hanif Mohammed

project
Bell Lane

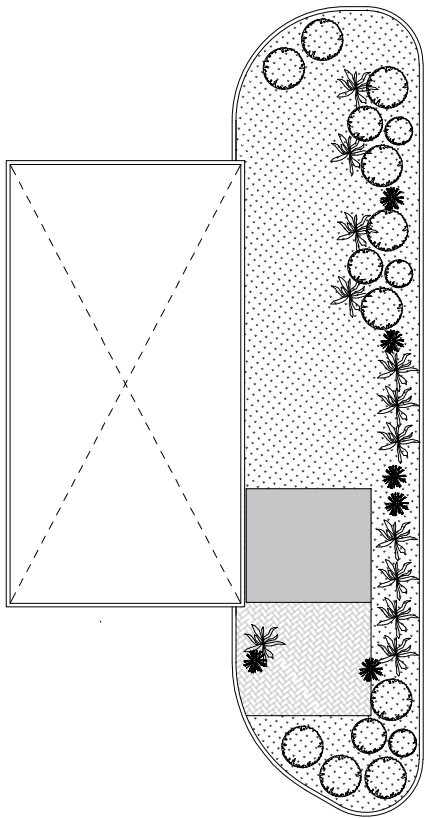
drawing
Proposed Site Sections

project number 24_021	scale 1:150 @ A1
drawing number PL002	rev A
issue status Planning	

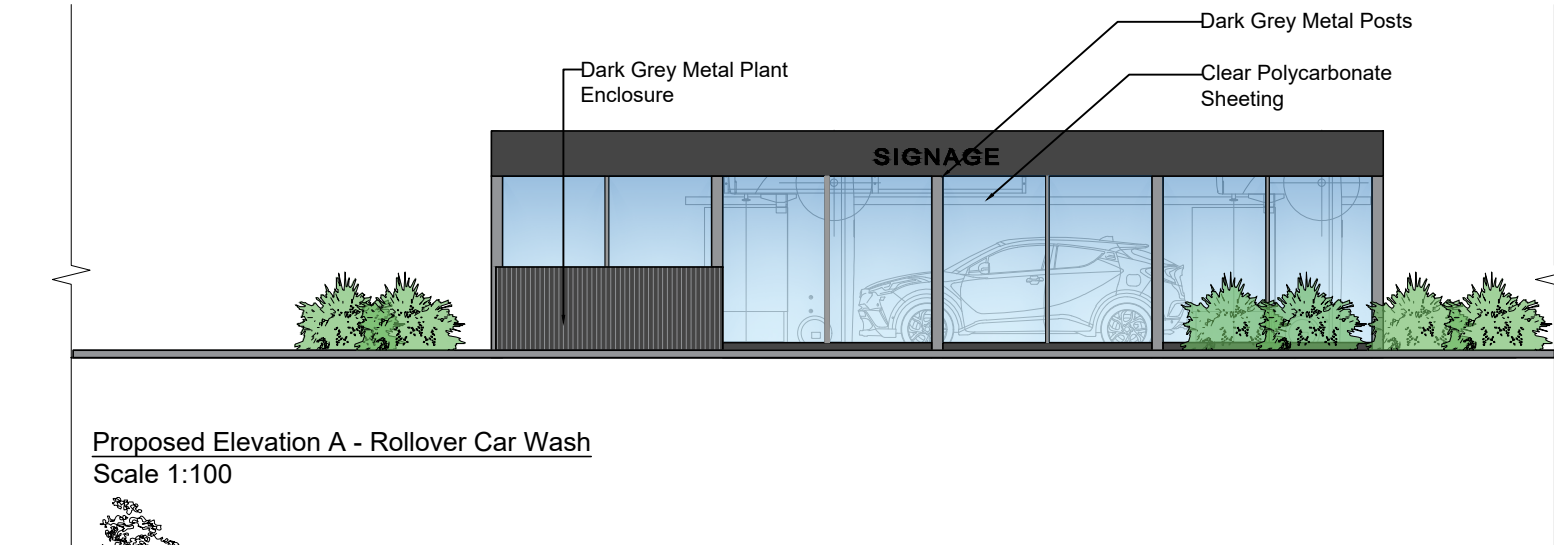
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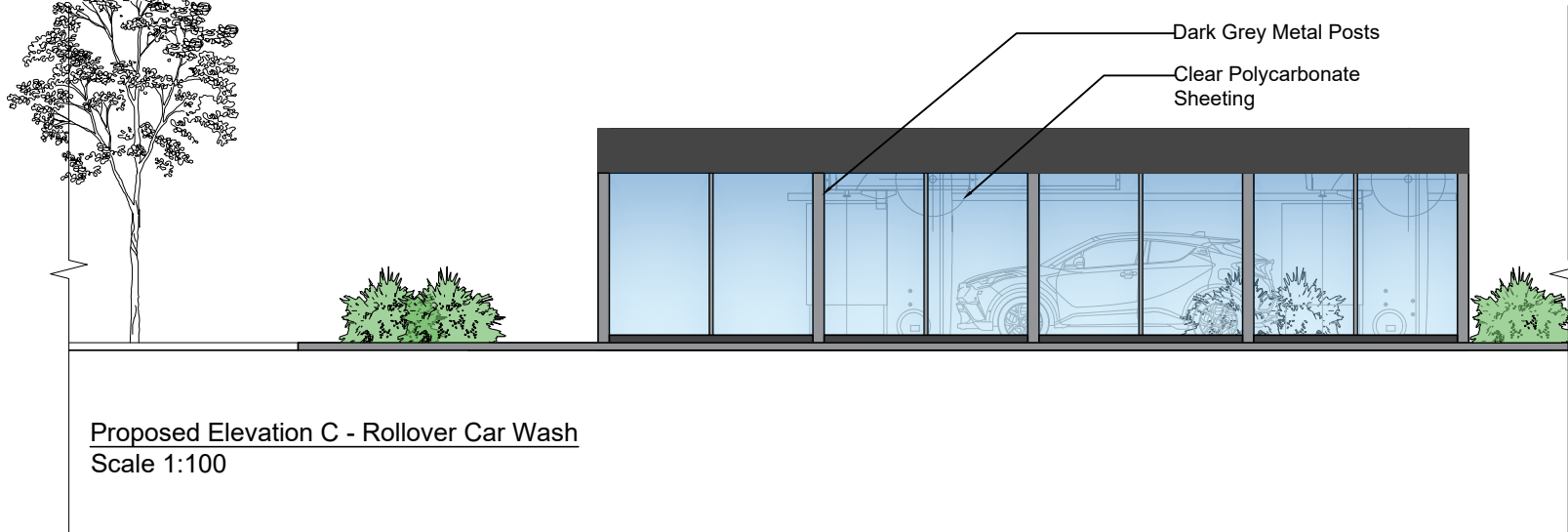
Proposed Floor Plan - Rollover Car Wash
Scale 1:200



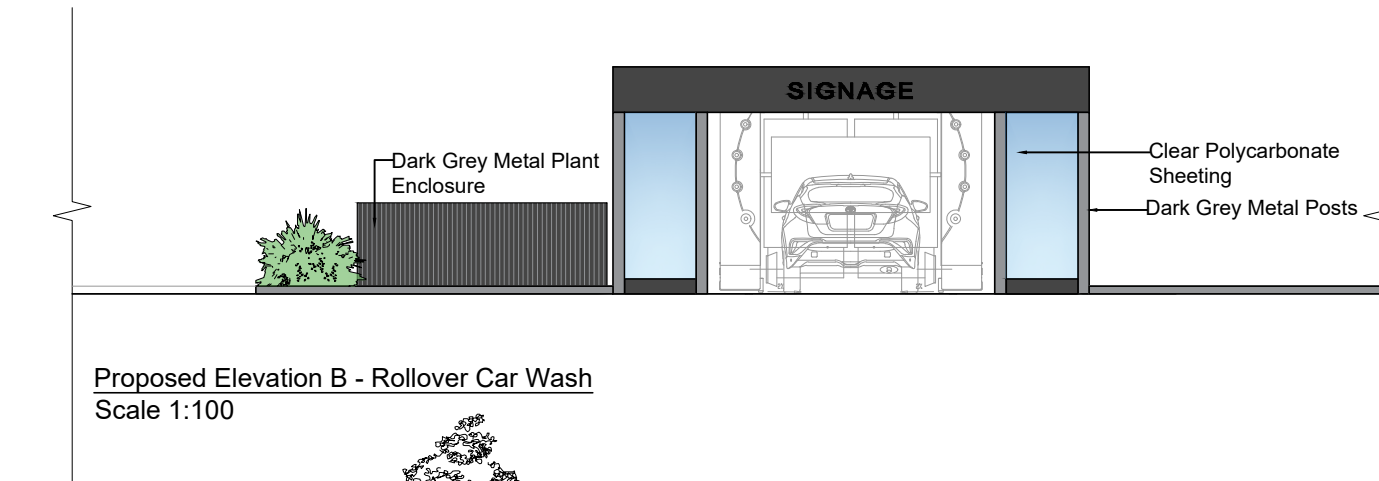
Proposed Roof Plan - Rollover Car Wash
Scale 1:200



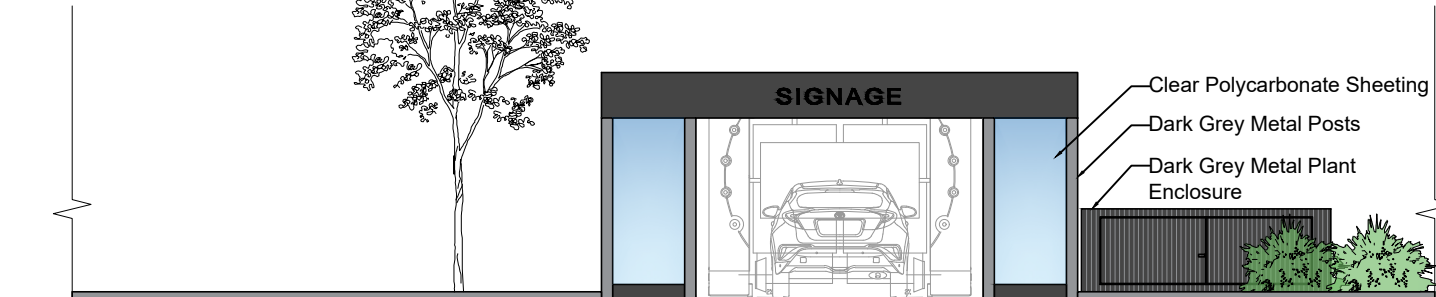
Proposed Elevation A - Rollover Car Wash
Scale 1:100



Proposed Elevation C - Rollover Car Wash
Scale 1:100



Proposed Elevation B - Rollover Car Wash
Scale 1:100



Proposed Elevation D - Rollover Car Wash
Scale 1:100



SCALE BAR 1:100



SCALE BAR 1:200

General Notes:

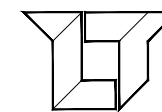
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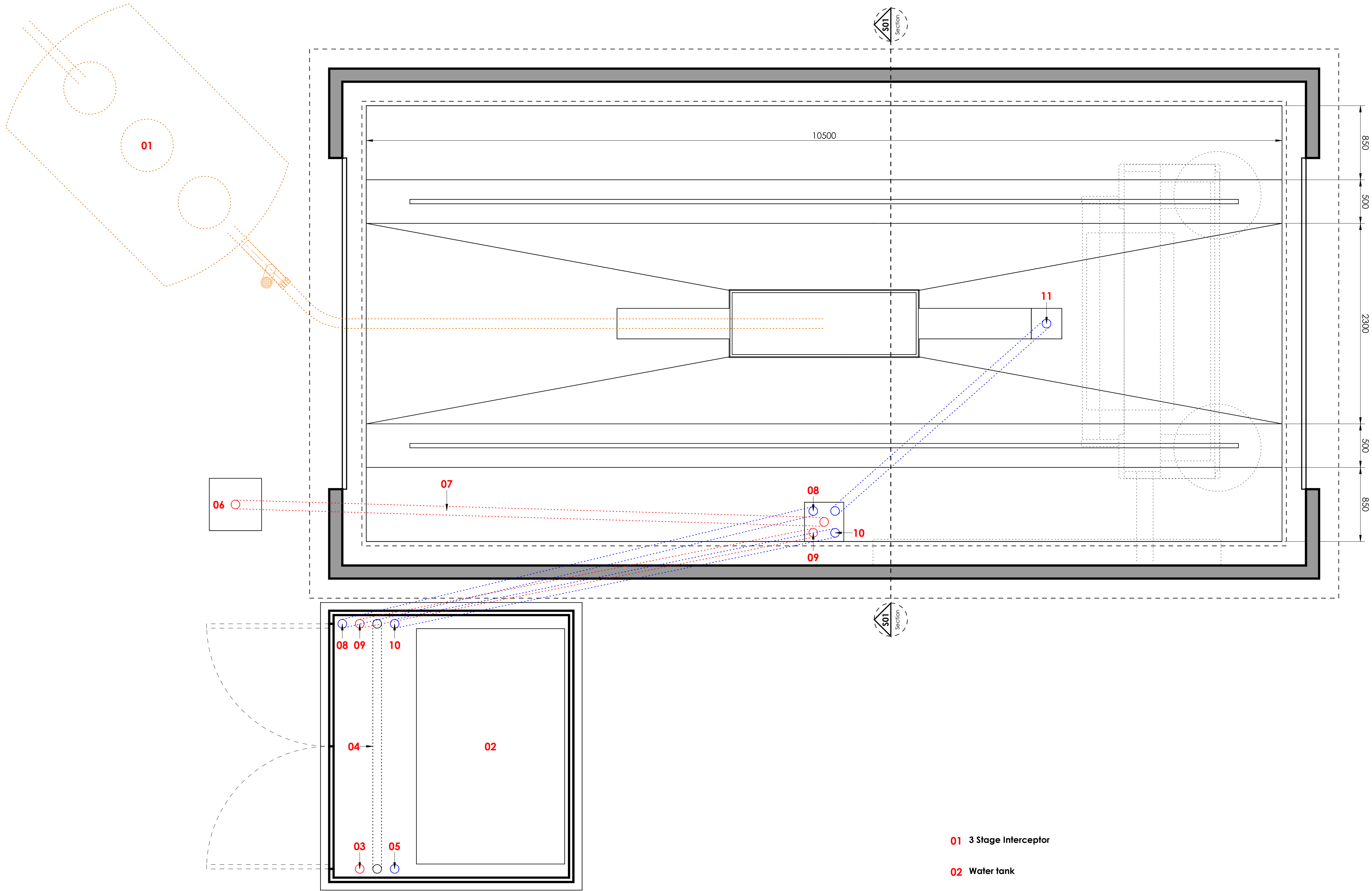
Rev	Description	Date	Dr by	App by
-	First Issue	12.06.2026	HP	MK



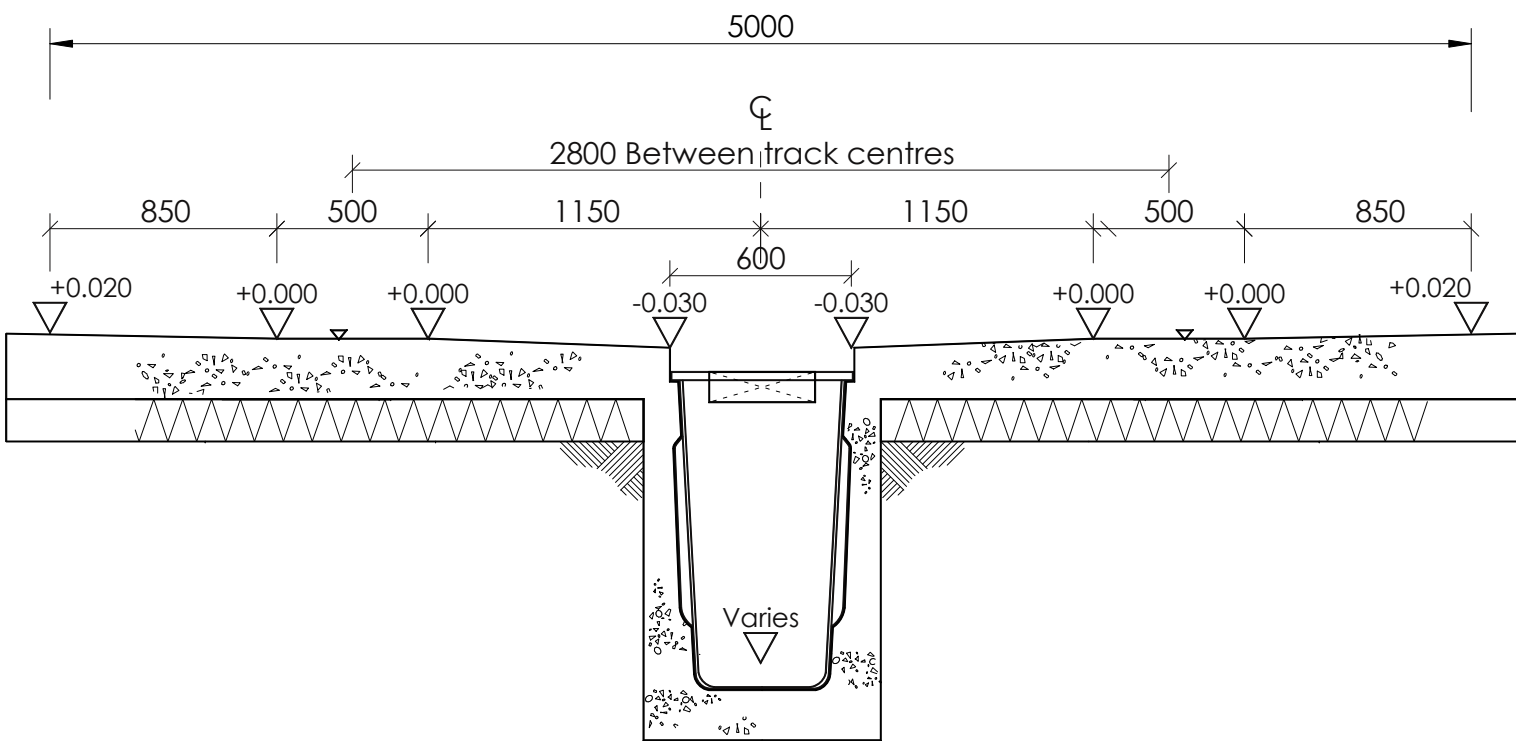
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Mr Hanif Mohammed		
project		
Bell Lane		
drawing		
Proposed Rollover Car Wash Plans & Elevations		
project number	scale	
24_021	Varies @ A3	
drawing number	rev	issue status
PL004	-	Planning
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Proposed Wash Facility Slab/Pad Plan (1:25)



Proposed Wash Facility Slab/Pad Section S01 (1:25)

- 01** 3 Stage Interceptor
- 02** Water tank
- 03** Power supply to plant room
- 04** 100mm duct across plant room
- 05** Water supply to plant room
- 06** Customer interface point plinth (Codax / Contactless)
- 07** 100 duct only for Customer interface plinth (duct only)
- 08** 100mm duct to (duct only)
- 09** 100mm electrical duct from service point to plant room
- 10** 100mm water duct from plant room to service point with 32mm MDPE pipe (2m left above ground each end)
- 11** 100mm water to under chassis duct with 32mm MDPE pipe back to plant room

Proposed Wash Facility Key

This drawing includes information provided by independent surveyors and / or consultants, to whom all queries shall be made. EDGE AD Ltd can accept no liability for its content/accuracy.

Please Note:

Current requirement

Main power to Switch cabinet in plant room

For Softcare and Smartcare machines with 5.5kw and single 4kw pump, 40amp TPNE with a 30ma RCD with 3m free cable.

For Smartcare with 5.5kw and twin 4kw pumps, 50amp TPNE with 30ma RCD with 3m free cable

For Smartcare with 5.5kw and 11kw pump, 63amp TPNE with 30ma RCD

A suitable 5 core cable only should be supplied between the plant room switch cabinet and the service point with 3m left above ground level at each end

Please Note:

All electrical work to meet NICEIC standards and are the client's responsibility for testing

Fresh water supply to Plant Room

1" Supply to WRAS approved water tank with A-B air gap.

Fresh water tank outlets

2 x 1 1/2" BSP outlets with gate valves.

Air supply to Plant Room

1/4" 250ltr/min 6-8 bar

Please Note:

All pipes and ducts between the Plant Room and Wash Bay service point are the responsibility of the particular site.

Proposed Wash Facility Supplies

P1	20.03.26	Preliminary Issue
Rev	Date	Comments

Project
Standard XL Machine - Fresh Water With Under Chassis

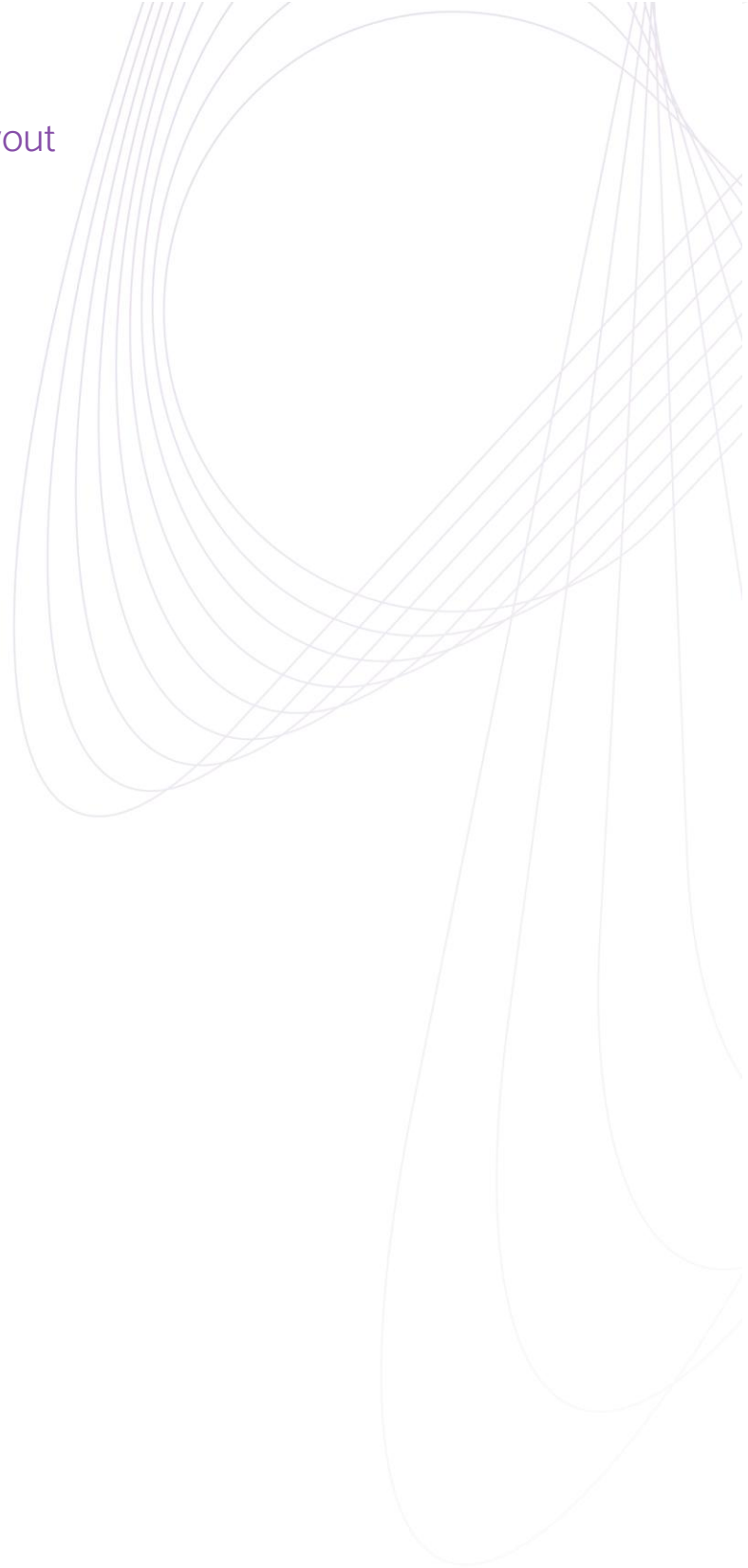
Drawing title
Proposed Plan/Section/Details

Scale (s)	Drawing No.	Revision
1:25 @ A1	A26-09-03	P1
Date	20.03.26	
Drawn By	BJDL	Checked By TS

WashTec
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Appendix B – Proposed Drainage Layout





Drainage Key	
Private Surface Water	Private Foul Water
Surface Water Pipe Manhole Text	Foul Water Manhole Text
Surface Water Pipe Diameter / Gradient	Foul Water Pipe Diameter / Gradient
Inspection chamber 480mm Ø >600mm Depth	Inspection chamber 480mm Ø >600mm Depth
600mm Ø >1200mm Depth	Inspection chamber 225mm Ø 0-600mm Depth
1200mm Ø >1200mm Depth	Foul Channel Drain
Private Road Gully	Foul Connection
Private Yard Gully	New Combined Sewer
Rain Water Pipe	Inspection chamber 480mm Ø >600mm Depth
Channel Drain	Existing Foul Water Manhole
Crate Attenuation	Existing Foul Water Manhole
Perforated Pipe	Existing Surface Water Sewer
External works	Existing Surface Water Manhole
Proposed Level	Existing Combined Sewer
Existing Level	
Finished Floor Level	
Gradient	
Banking Marker	
Dropper (DK)	
Bullnosed (BN)	
Half Battered (HB2)	
Edging (EF)	

- General Notes:
- Do not scale this drawing. All dimensions are in metres unless otherwise noted. Any discrepancies are to be recorded and reported to the engineers immediately.
 - This drawing is to be read in conjunction with all other engineers and architects drawings, and the specification.
 - All work is to be to the satisfaction of the engineer and local authority building control.
 - The contractor is responsible for and must take all necessary precautions to ensure the stability of the works at all times during construction.
 - All workmanship and materials are to be to current British Standards.
 - All services are to be located and protected as necessary by the contractor prior to the commencement of the works.
 - Any existing details which are shown on this drawing are for guidance only and are to be checked on site by the contractor. Any variations are to be recorded and reported to the engineer immediately.
 - All highway works are to be in accordance with the local authorities design guide and specification.
 - Prior to the occupation of the first dwelling, street nameplates shall be erected in accordance with the highway authority and to the wording agreed with the planning authority.
 - During construction works on site, all roads and footpaths are to be swept and kept clear of obstructions, this is to include existing highways as appropriate to ensure safe passage of all road users.
 - Provision shall be made for the installation of all mains services including ducting prior to the laying of the road base-course.
 - All road markings and signs are to be in accordance with 'the traffic signs regulations and directions' 2016.
 - All sewer works are to be in accordance with sewers for adoption 6th edition.
 - All private connections to adoptable sewers should be a minimum of 100mm diameter (foul) and 150mm diameter (surface) made in vitrified clay connecting soffit to soffit.

Scale

1:200

5m 0m 5m 10m

P10	Swale and filter drain added	AH	BN	26.08.2026
P9	Roll over carwash added	AH	BN	14.07.2026
P8	External levels amended	BN	BN	18.02.2026
P7	Architects layout updated	AH	BN	25.11.2025
P6	ACO channel added to site entrance at Bridge Street	AH	BN	24.11.2025
P5	Drainage channels added to tanker bay	AH	BN	30.09.2025
P4	Architects layout updated	AH	BN	24.09.2025
P3	Preliminary Issue	SP	BN	01.05.2025
P2	Preliminary Issue	MKR	BN	08.04.2025
P1	Preliminary Issue	BN	BN	26.02.2025
D1	Draft Issue	MN	BN	30.08.2024
Issue	Notes	Drawn	Approved	Date

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Project

Bell Lane, Bury
Lancashire BL9 6BB

Drawing Title

Proposed Private Drainage
Layout

Project No.	Drawing No.	Issue
CO24/148/04	201	P10

PRELIMINARY

